

# HORNET'S NEST

## Over Mason's Speech on Maine Disaster.

### SLURS ON NAVY DEPARTMENT

#### Bring Down Upon His Head Excoriations By Wolcott.

#### AN APPROPRIATION TO RAISE WRECK

"All We Know Is That the Maine Blew Up," Is the Way Secretary Long Summarizes the Knowledge of the Disaster.

More Bodies are Recovered, Given a Christian Burial as Fast as Found—Spanish Government Will Probably Act With Ours in the Examination of the Wreck.

Secretary Long says nothing is known concerning the Maine disaster except that she was blown up. The wreck is being guarded and Spain will probably act with this government in the investigation. Bodies continue to come to the surface and all are given a Christian burial. The wounded are receiving every possible care.

Congress has appropriated \$200,000 with which to raise the Maine. In the Senate Senator Mason created a sensation, charging that the policy of the department was to suppress the truth. He was rather bitter in his remarks and said the people demanded a Congressional investigation. He was replied to in vigorous language by Senators Wolcott and Lodge.

The Viscaya arrived in New York waters at 5:30 P. M.

#### "THE MAINE BLEW UP."

Secretary Long Says That Is All That Is Known of the Disaster.

WASHINGTON, Feb. 8.—The feature of the day at the Navy Department was the large number of rumors of a warlike tendency that came to the attention of the officials. The rumor had grown the last that at the close of office hours, Secretary Long was induced to make the following statement as the exact manner of disposing at one time of all these stories:

"I really have no information has been received since Captain Sigsbee's dispatch adding anything to our knowledge of the disaster.

"All we know is that the Maine blew up."

There is abundant room for speculation of all sorts, but no conclusion can be arrived at until an examination has been made by the divers and more facts obtained. It is a simple fact to say the explosion might have happened by design or it might have happened by accident. There is no indication of design, and the opinion has been formed that it is rather probable that the opinion preponderates in the same direction, that it must have been an accident.

"At the cabinet meeting today the matter was not discussed except as a body of men talk about an event of the day. The question was not discussed, but the terrible loss of life and to expressions of sympathy for the sufferers.

It certainly was a very kind thought in the president to send flowers to the families of the officers and the Executive Officer, Washington, and of the last season whose residence was in Washington.

"You may say absolutely that there has been no secret cabinet meeting; that nothing has taken place in the cabinet which was to the effect that Captain Sigsbee had warned the department that the Maine was in danger from submarine mines or torpedoes. It is utterly without foundation. No such report ever having been received from him or from anybody else."

The Secretary also said briefly and comprehensively all rumors that he had requested the Chief of Police of New York to guard the Viscaya and that he had selected Constructor Bowles to go to Havana and raise the Maine.

The last work of the day for him was to consult the representatives of the wrecking companies who probably will have charge of this work and endeavor to arrange for both to work to the same end, to save the time and to save the money.

The Secretary, when asked what was the Department's estimate of the conduct of Captain Sigsbee in the terrible situation in which he had been placed, replied:

#### COMPLIMENTS Sigsbee.

"I think I express the feeling of the President as well as my own, when I say that Captain Sigsbee has conducted himself as an officer of our navy should. He was the last to leave his ship when she went down. His dispatch to me that night was so complete that since then I have thought of the reply that I gave to him which he could answer, which is not covered by that dispatch. It is, too, that of a discreet and level-headed man who realized the impression any word from him, at that time, would have on the public mind. Nothing is harder than for a naval officer to lose his ship, so that I have great sympathy for him. I will with confidence further reports."

During the day the Department was in receipt of a number of telegrams from different parts of the country asking in behalf of the relatives of the dead sailors that their remains be brought back to the United States for interment.

Among them were queries from friends of the two officers, Merrill and Jenkins. To most of those the reply was that the officers' bodies had not been found, and to the others that in many cases identification had not been possible and there was no probability of taking any of the remains away from Havana.

While no decision has been reached regarding the application of the Spanish government for authorization to

examine the wreck of the Maine to ascertain the cause of the explosion, the officials seem inclined to regard their request as one that could not properly be refused and it is likely that each government will make an investigation of this character concurrently.

#### THE MAINE MODEL.

The miniature United States flag on the model of the battleship Maine, in the main corridor of the Navy Department, was lowered to half mast during the day. The handsomeness of the model is a center of interest for the throngs at the Department. Within recent days and the small flag have continued to fly at the mainmast in apparent irony of the actual condition of the Maine.

A movement was started today to drag the model in mourning, after the manner that the model of the British ship Viscaya was draped at the World's Fair. Secretary Long did not approve of this, however, as it suggested an ostentatious display of sorrow over the calamity to the nation. He assented to lowering the miniature colors, and accordingly the stars and stripes flying from the Maine's miniature counterpart were lowered.

#### GREEN REGENT'S SORROW.

President McKinley today received Senator Du Bois, the charge d'affaires of Spain, who had been commanded by the Queen Regent of Spain to bear in person to the President her expressions of condolence over the case of the calamity to the Maine. The message was brief and heartfelt, expressing the sorrow of the Queen and her people.

The only absentee from today's cabinet meeting were Secretaries Sherman and Acheson. During the meeting the disaster to the Maine was the principal topic of discussion. Although the President and the members of the cabinet await with interest the result of the inquiry into the cause of the disaster, there remains a feeling in their minds that it was an accident purely, and such an accident happens at any time. This view of the matter, however, will not influence the President to stop short of a most searching investigation into all the facts, present and remote that may have any bearing on the case or throw upon it a single ray of light.

The President is receiving a large number of congratulatory messages commending him for the course he has pursued in this disaster, and well as the conduct of the late Spanish Minister Du Bois.

#### GENERAL LEE'S REPORT.

General Lee was heard from in the midst of the following cablegram at 1:00 o'clock this afternoon:

WASHINGTON, Feb. 8.—The Home-

to-day promptly and unanimously voted the \$200,000 asked for by the Secretary of the Navy to reconstruct the Maine, which was blown up by the disaster, and to raise the wreck if that is deemed advisable.

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#### PARTY VOTE TO SEAT THORP

It is Conceded That the Republican Majority Will Oust Mr. Epes.

#### PLURALITY IS CLAIMED FOR EPES.

The Report of the Sub-Committee Made By Mr. Myers Says the Contestant at Nearly Every Point Failed to Prove Fraud or Irregularity.

WASHINGTON, D. C., Feb. 18.—Special.—Mr. Myers, of Indiana, of the sub-committee on the Thorpe vs. Epes case reported the views of the minority to the House today.

The report opened with a recital of the manner in which the Republican majority of the sub-committee railroaded its report through.

#### FAILED TO PROVE CASE.

Then entering into the merits of the case, the minority proceeded to show that at nearly every point the contestant failed to prove any fraud or irregularity.

For instance in the city of Petersburg, Epes pluralities by wards were proved to be true and without any irregularity. In the rural precincts one by one, Epes' case was proved all right, according to the minority.

The strength of argument in refutation of Thorpe's claims was in these points: Votes not cast cannot be counted and no matter whether judges of election are all white or not, if the people at the precinct cast their votes, those votes must be counted. Ample authorities were cited.

The minority conceded a reduction of the Epes vote at the polls of 100,000, but in the summing up the committee said that Epes had a fair plurality of 2,218 and is entitled to his seat.

#### THORP WILL BE SEATED.

The Democratic members of the committee and other friends of Epes are told in their denunciation of Republican methods of treatment.

Thorpe will be seated by a strict party vote.

#### SIGSBEE WARNED.

A Circular Bearing the Words "Look Out for Your Ship," Sent to Him.

NEW YORK, Feb. 18.—The Herald's Washington correspondent says:

Captain C. D. Sigsbee, commander the Spanish battleship Maine, was warned of an impending disaster to his vessel two weeks before the catastrophe occurred.

Whether by singular coincidence, if the disaster to the vessel should finally turn out to have been the result of an accident, because of the pity and mercy of one in the counsel of those responsible for the vessel's loss, should it have been due to design, Captain Sigsbee was informed on Sunday, January 23rd, that he would be wise for him to "look out for his ship."

Mrs. Sigsbee, the wife of the Maine's commander, received a letter from her husband some days ago in which was enclosed a circular in Spanish, anathematizing Americans and the American navy. On the left edge of the circular, which was printed on cheap paper, was the rude form of a hand with the index finger pointing to two words which were underlined and which in English mean "look out for your ship."

At the bottom of the circular were these words in English written with a pen, the handwriting being fair:

#### "LOOK OUT FOR YOUR SHIP."

Mrs. Sigsbee further told me that her husband had made no mention of the circular or of the warning. He had simply placed it in the letter which he had sent her.

Paymaster Charles W. Littlefield, who returned from Havana a week or so ago, having been relieved from the Maine by Paymaster Charles M. Ray, I learned that Captain Sigsbee had received the circular while going to the light house, which was on the left edge of the circular, which was printed on cheap paper, was the rude form of a hand with the index finger pointing to two words which were underlined and which in English mean "look out for your ship."

Mr. Littlefield was unable to witness the sport on account of some pressing work, but in talking with the Captain during the evening he learned that while that while that officer was forcing his way through a crowd the circular was forced into his hand. Captain Sigsbee mechanically clutched and brought the paper with him to his ship.

"The Captain paid no attention to the circular," said Mr. Littlefield, "except to show it to the officers. He thought it was a warning, and I do not believe it was. Captain Sigsbee took every precaution possible to prevent any attempt to injure his vessel. From my knowledge of the ship and of the conditions prevailing in the harbor, I believe the disaster was due to an accident, and not to an interior cause. The circular, with the warning in English, was simply coincidental with the catastrophe."

#### SAYS HE KNOWS THE CAUSE.

The Naval Attache of the Spanish Legation Says He Can Explain the Explosion.

NEW YORK, Feb. 18.—The Herald tomorrow will say:

Lieut. J. G. Sobral, naval attache of the Spanish Legation at Washington, was in this city yesterday, actively co-operating with the authorities in preparations for the ensuring of the safety of the Spanish warship Viscaya, during her stay in this port.

Lieut. Sobral was asked for his explanation of the explosion on the battleship Maine. His reply was:

"I know the cause of the explosion, but I cannot divulge it."

He was pressed for further information on this point, and finally replied:

"It was the result of an explosion inside the ship, which took place in one of the forward magazines. The fact of this was revealed in the harbor, and the watch observed on the ship were very lax. This, as one English newspaper declared, is the case on American warships generally. This sort of thing has occurred on previous occasions on American war vessels."

When Lieutenant Sobral was spoken to about the possibility of serious trouble over the Maine affair, he said:

"I do not think there will be war between the United States and Spain, but if such an unfortunate condition should arise, I shall, of course, be in a position to be of much aid to my government, as the result of information which has come to me from the Spanish Legation, in case of hostilities, I might, perhaps, command a ship."

#### THE VISCAYA ARRIVES.

Six Patrol Tugs and the Watch Boats to Guard the Vessel.

NEW YORK, Feb. 18.—The Spanish armed cruiser Viscaya is in New York waters. She dropped anchor five miles south of Sandy Hook lightship at 5:30 P. M. and is expected to proceed to the Canary Islands.

When her officers and men learned the startling news of the disaster to the American battleship Maine, in Havana

harbor, and of the downfall of former Minister De Lome, they broke into a wild uproar of talk.

"A couple of minutes all discipline on the great warship seemed to vanish to the wind."

Early to-morrow morning the Viscaya will come up to the anchorage selected for her in the upper bay.

Lieut. Sobral, who has been given special instructions to Lieutenant John A. Dougherty, who will have charge of the patrol tugs, six in number, to guard the Spanish Cruiser Viscaya during her stay in this vicinity.

When on duty the boats are to patrol carefully the waters in the vicinity of the visiting Spanish, and no boat or person will be allowed to approach the Viscaya without the sanction of the commanding officer of that vessel.

At night it is intended to keep the ship brilliantly illuminated with electric lights, and the watch boats will be also well lighted so that there can be no possible means of approaching the vessel without detection.

Every policeman in the city was on duty last night.

This action had been taken in compliance with the request made to the police department by Mr. Roosevelt, as the Secretary of the Navy, last night, that precautions be taken against the possibility of hostile demonstration upon the arrival of the Spanish cruiser Viscaya.

#### REFUSAL TO TESTIFY.

Esterhazy Turns His Back on M. Labori, Not Allowed to Question a Witness.

PARIS, Feb. 18.—The approaches to the Assize Court of the Seine were crowded today by the hearing of the case against General Boisdoreff, the first witness, as follows:

"General,—An incident we did not anticipate occurred yesterday. A desire was manifested that you should be examined by the court has been decided to."

The presiding judge then read the short hand report of General Pelloux's statement and asked the witness what he had to say on the subject:

"I confirm fully the authenticity of General Pelloux's statement."

As Boisdoreff was leaving the stand, M. Labori, counsel for M. Zola rising said:

"I should like to question General Boisdoreff."

"You cannot," replied the presiding judge. Call the next witness."

M. Labori vainly protested against this ruling, but an usher called Major Esterhazy, who immediately appeared and pronounced silence, took the stand. Turning to Major Esterhazy, the judge said:

"It is said that you are the author of the Bordereau. What have you to answer?"

"I reply," replied the witness, "I have a statement to make."

"Gentlemen of the jury, on a shadow of proof this miserable Mathieu Dreyfus has accused me of being guilty of his brother's crime. I have been judged by my peers. I am summoned as a witness so that he may recuse me when I have neither adviser nor counsel to defend me. I will answer any questions you put to me, gentlemen of the jury, but as for those people, turning to M. Zola and his counsel, I won't reply to them." (Sensation in court.)

The judge then turned to M. Labori, inquiring:

"Have you any questions to ask Major Esterhazy?"

"I am still drawing up my application to cross-examine General Boisdoreff," answered M. Labori, "and I shall not ask any questions until the court has given a decision upon it."

Here the presiding judge interrupted counsel, saying:

"What do you say?" Major Esterhazy resumed his seat.

Major Esterhazy was recalled, took the stand, turned his back on M. Zola and M. Labori, and refused to answer the questions put to him by them.

#### SENATORIAL PRIMARIES.

The Virginia Democratic Association Debate the Question.

WASHINGTON, D. C., Feb. 18.—Special.—The joint debate in the Virginia Democratic Association of Washington to-night on the method of electing United States senators was interesting and spirited.

President R. N. Harper was down for participation in the discussion. Mr. Frank E. Anderson, formerly of Richmond, presided.

The two principal speeches were made by Mr. Harper, in favor of the election of senators by the people, and Clarence Thomas, who advocated in a impassioned manner the old way. Harper would not admit that a primary election plan would not be subversive of the doctrine of State's rights.

He cited from Mason, Madison, Jefferson, and others to prove his point. It was altogether an up-to-date speech.

Mr. Thomas was exceedingly forceful in the sequel election by the Legislature. At present,